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BEKASI-EAST JAKARTA AIRPORT GROUND SIDE

Report

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1 | Prognosis

1.1 Aviation context in Indonesia

Indonesia is the fourth most populated country in the world and the largest economy in south-east Asia. Indonesia is also, a growing touristic destination because its outstanding nature marvels and cultural monuments. Its topography which is composed by many islands makes essential the domestic air transport.

Jakarta (located at the island of Java) is the centre of government, commerce and industry of Indonesia. Currently Jakarta has an international airport (Soekarno-Hatta International Airport). It operates around the 250% over its design capacity and an interesting fact is that last year 40% of its flights were delayed. Efforts have been made to decrease this problem opening a small military airport for civilian domestic flights. Nevertheless, the problem still persists.

The current Jakarta airport cannot be expanded, due to nearby neighbourhoods. "Some news have been recently published by Jakarta authorities confirming the urge of a new airport around Jakarta to absorb the saturated traffic of the Soekarno-Hatta International Airport, even after constructing a new runway and terminal on it."

All in all, it is essential to construct a new airport. Moreover, the secondary airport, really small, is only focused on military and private services and does not have enough fields at its surroundings to expand, as Jakarta air traffic requires.

Therefore, the need for a new commercial airport near Jakarta is clear. Coming up next, a project for this new airport will be developed.



1.1.1 Airport location

The main idea to find a good location was to put the new Jakarta airport in an area not too far from the city with enough space to build a big airport which has opportunities to expand in a further future.

Following this parameters, the location chosen geographically is situated to the east of the city of Jakarta at 32 km from the city center. It is also located above the emerging city of Bekasi that in the last years is increasing its industry hosting several multinationals. In addition, the terrain is not edified yet and extensive, plus it is non-mountainous and obstacles-free.



Figure 1.1.1: Bekasi-East Jakarta Airport selected location.

It is a huge free obstacle flat field, without relevant slope gradients and the terrain is not edified yet. It is an exceptional location due to its huge amount of terrain available where companies could settle down taking advantage of the airport proximity, low terrain costs and direct connection with the down town. There is enough space to become also a logistic distribution centre of the island and Indonesia.

Finally, as it is an almost virgin land, communication is limited. Therefore, the solution is easy. The present Jakarta motorway will be extended. As it is shown on Fig. 1.1.1 indicated with a discontinuous line, there will be two connections between the current and the new highway.

Connection between airports will be achieved thanks to this new built highway. It will take 40min from door to door. Connection network of free-busses between both airports will make transfers safe and easy. There will be also available buses to and from the city centre, at low prices. During rush hours, a specific way will be delimited only for airport bus transfers.



1.1.2 Current traffic

The starting point has been Soekarno-Hatta Airport. As it can be seen on fig.1.1.2, currently Soekarno-Hatta Airport is handling volumes of passengers around 50 million passengers by year and its growth is about 5 million passenger per year.

The little passenger decrement over the 2014 and 2015 was due some serious floods that affected de Java island, during specially strong typhoons on the raining season.

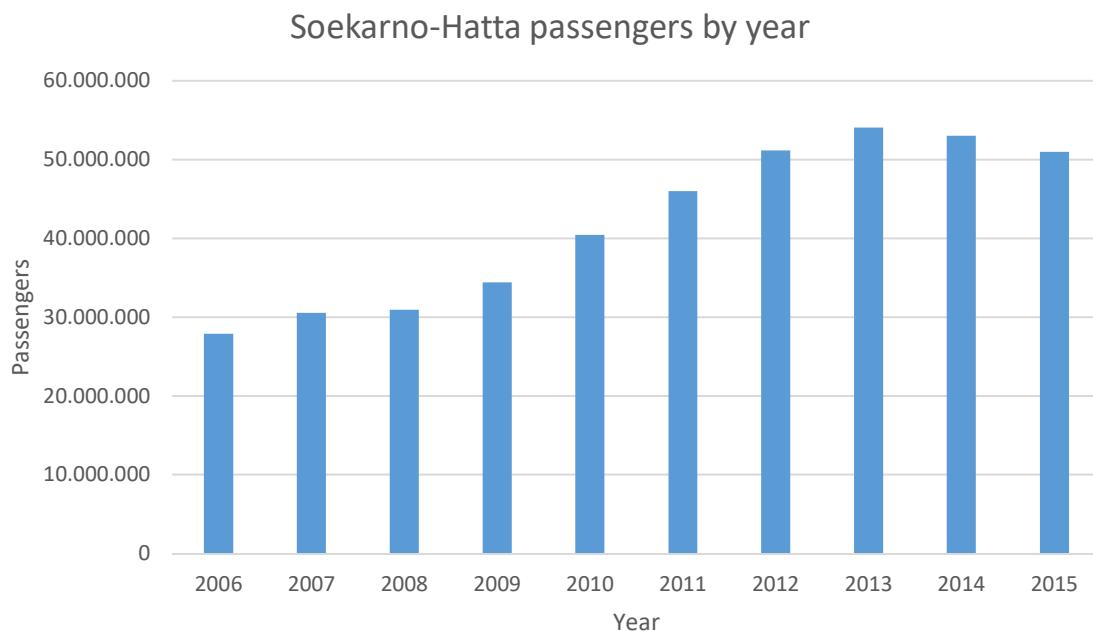


Figure 1.1.2: Soekarno-Hatta International Airport passengers by years

Monthly arrivals to Jakarta are represented on Fig. 1.1.3. On the one hand, from this figure is seen that as it was stated on the previous one, Fig. 1.1.2, volume of passengers grow every year, except the two past ones because nature inclemencies. On the other hand, monthly passengers distribution is pretty much equal every year with two well identified growth. The first one is during the summer months, June, July and August. Jakarta is a well known tourist country. The second, growth is really specific, is located on the last days of December, coinciding with the Christmas holidays. A lot of tourist visit this tropical country because Christmas here is so much different from the cold sites.



Aviation context in Indonesia

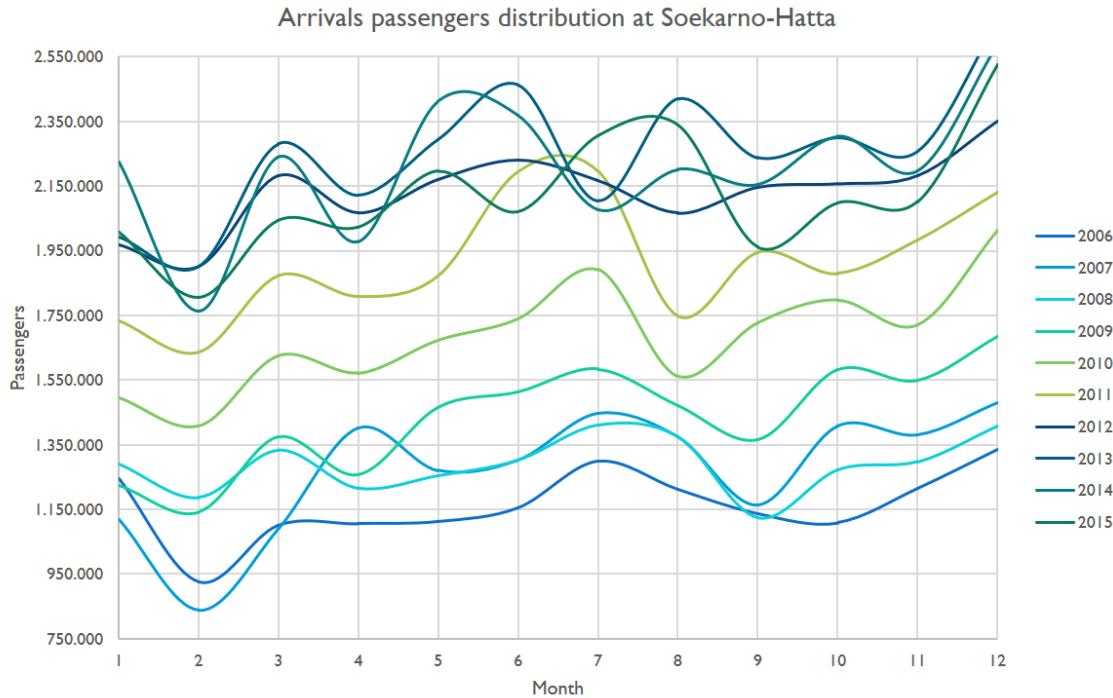


Figure 1.1.3: Soekarno-Hatta International Airport passengers by months

Soekarno-Hatta domestic (Fig. 1.1.4) and international (Fig. 1.1.5) operations distribution along the day on a mean day have the following pattern:

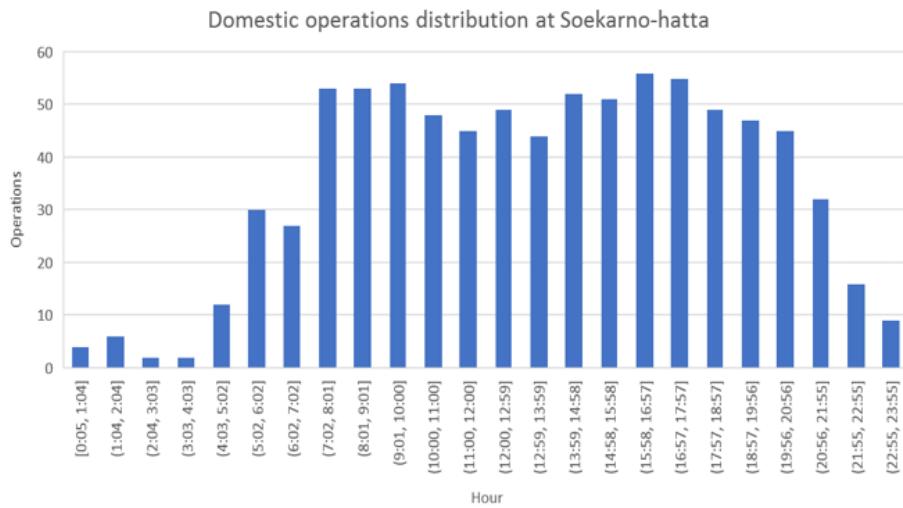


Figure 1.1.4: Soekarno-Hatta International Airport domestic flights distribution on busy day.

From Fig. 1.1.4 some conclusions can be extracted. Firstly, despite the airport is open all the year, 7 days a week, 24 hours. Commercial flights are concentrated between 07:00 AM and 10:00 PM, so, the airport is commercially active around 15h for day. Secondly, the two summits on the graph, suggest that airlines have two based planes on the airport for the short



Reference aircraft

domestic flights. Finally, it is interesting to see how valleys between summits are full with arrivals, indicating that the airport is working with high volumes of operations.

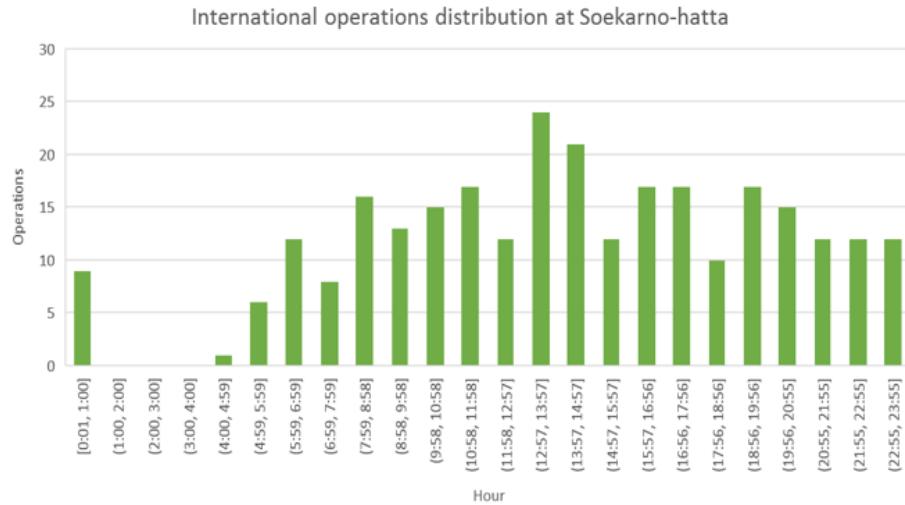


Figure 1.1.5: Soekarno-Hatta International Airport international flights distribution on busy day.

From Fig. 1.1.5, International operations show a clear summit at 01:00 PM, what leads us to think that airlines have one principal international plane based on the airport.

1.1.3 Occupation factor

It is being estimated from the **International Air Transport Association** (IATA) reports. The occupation factor will be 77%.

The previous value is being obtained seeing the historical Passengers Load Factors over Asia on the report [3]. Note that Passengers Load Factor refers to the Occupation factor. Also, a low [2] and high [1] passenger movements months reports, had been used to estimate this factor on flights over East - Asia islands.

1.2 Reference aircraft

Hola



1.2.1 Aircraft type

1.2.2 Conclusions

1.3 Forecast computation

In order to do a realistic study for the new Bekasi-East airport traffic, it is previously established the Soekarno-Hatta International Airport (CGK) as the reference airport for future operations prevision. According to one of the IATA main recommended methods for the elaboration of traffic previsions, data from historical series of CGK traffic has been used so as to be able to extrapolate the study horizons of the airport to be designed.

In order to do this, it is necessary to calculate the annual variation tendency of the different traffic parameters from historical data of the last years. Data mentioned is extracted from the "Directorate General of Civil Aviation" (DGCA) and "FlightRadar24" web pages.

With this information, the next step is to calculate the values of horizon scenario, which has been fixed in 15 years with respect to the airport inauguration (it is expected to be finished in 2020). The horizon scenario will be fixed then in 2035.

Before starting the study of passenger and operation demands, some important aspects will be taken into account:

- The airport to be projected will absorb nearly the 40% of CGK's current traffic, which corresponds to the percentage of delayed flights due to congestion.
- The growth tendencies, concretely the Compound Annual Growth Rate (CAGR), has been calculated using the data corresponding to the five more recent years. The expression used to calculate the values is the following one:

$$CAGR = \left(\frac{V_{fin}}{V_{ini}} \right)^{\frac{1}{t_{fin} - t_{ini}}} - 1 \quad (1.3.1)$$

- The prediction of passengers and operations have been calculated using three possible scenario.
 - Neutral scenario: The growth is constant along time. This neutral scenario has been used to estimate the number of passengers and operations in 2035.
 - Optimistic scenario: The growth is constant along time but in 2025 is multiplied by a factor of 1,5 due to, for example, a boom of tourism in the city.
 - Pessimistic scenario: The growth is constant along time but in 2025 is divided by a factor of 2 due to, for example, a period of time with adverse atmospheric phenomena.



Forecast computation

In addition, both the airlines as well as the percentage of operations absorbed from CGK are detailed in the following table:

| AIRLINES | % OPERATIONS |
|-----------------|--------------|
| Garuda | 31.62 |
| Citilink | 7.11 |
| Emirates | 0.35 |
| Etihad | 0.44 |
| Qatar | 0.53 |
| Total | 40.05 |

Table 1.3.1: Airlines absorbed and operation percentages from CGK.

1.3.1 Passenger prediction

In this section it will be calculated the number of annual passenger both domestic and international in the horizon scenario in 2035.

Taking into account the historical passenger data collected from CGK airport, one can obtain:

| Year | Domestic PAX | International PAX | Total PAX |
|-------------|--------------|-------------------|------------|
| 2011 | 35.412.018 | 10.589.310 | 46.001.328 |
| 2012 | 39.499.760 | 11.674.136 | 51.173.896 |
| 2013 | 41.318.616 | 12.743.330 | 54.061.946 |
| 2014 | 40.531.384 | 12.489.680 | 53.021.064 |
| 2015 | 38.262.800 | 12.696.766 | 50.959.566 |

Table 1.3.2: Volume of passengers of the last 5 years in CGK Airport.

The CAGR's calculated from data in the table above:

- CAGR for Neutral Scenario

| Type | Initial Value | Final Value | PAX CAGR |
|---------------|---------------|-------------|----------|
| Domestic | 35.412.018 | 38.262.800 | 1,95% |
| International | 10.589.310 | 12.696.766 | 4,64% |

Table 1.3.3: Neutral scenario passenger CAGR.

- CAGR for Optimistic and Pessimistic Scenario (applied from 2025)

Using the growth taxes computed previously, it is obtained the following results in horizon scenario.



Forecast computation

| Type | Optimistic PAX CAGR | Pessimistic PAX CAGR |
|---------------|---------------------|----------------------|
| Domestic | 2,93% | 0,98% |
| International | 6,96% | 2,32% |

Table 1.3.4: Optimistic and pessimistic scenario passenger CAGR.

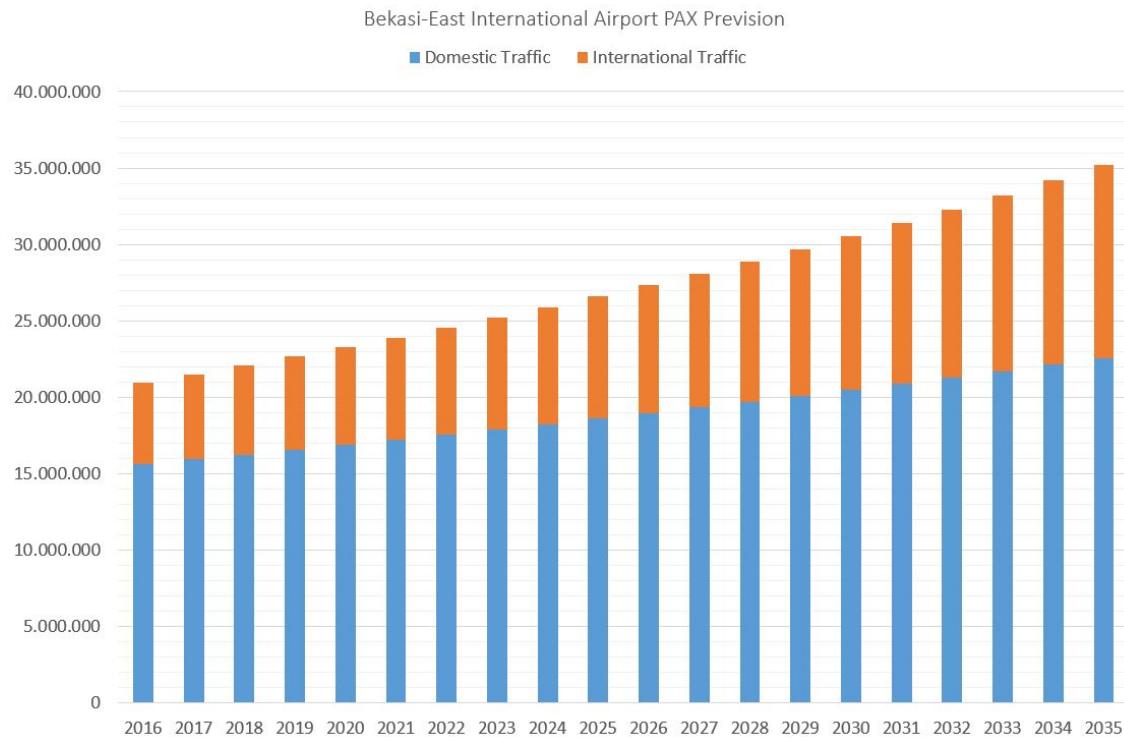


Figure 1.3.1: Bekasi-East Jakarta Airport passenger prevision.



Forecast computation

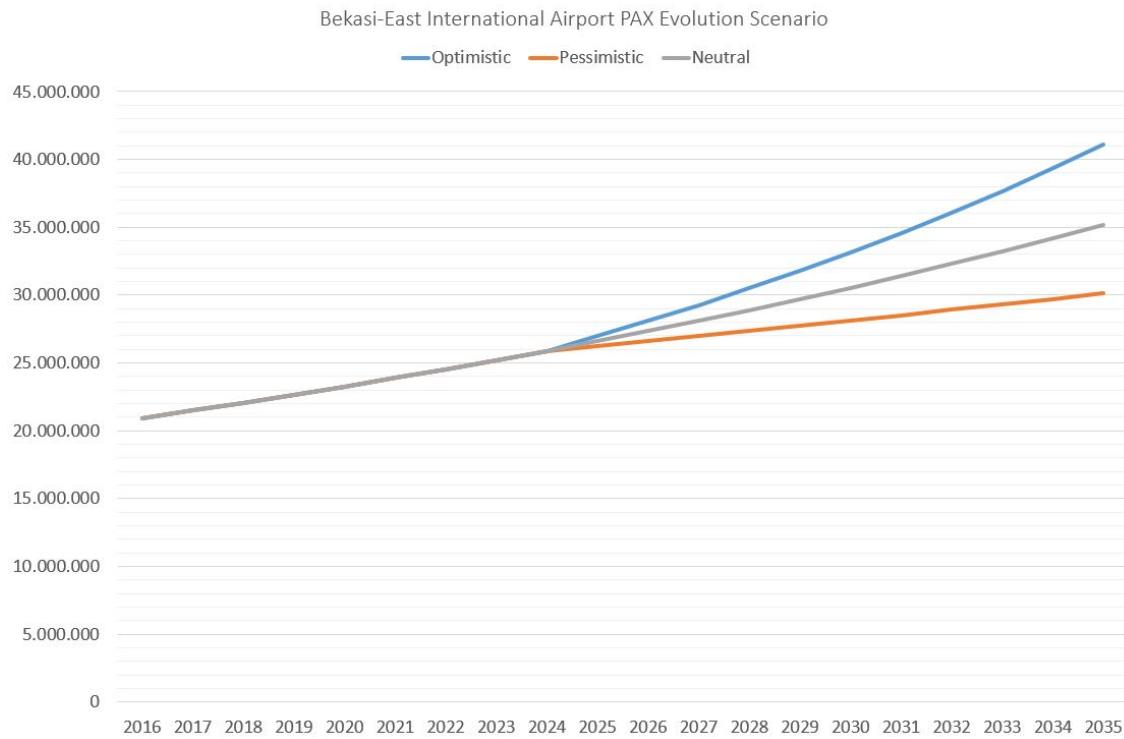


Figure 1.3.2: Bekasi-East Jakarta Airport passenger prevision for neutral, optimistic and pessimistic scenario.

1.3.2 Operations prediction

In this section it will be calculated the number of annual operations both domestic and international in the horizon scenario in 2035.

Taking into account the historical operations data collected from CGK airport, one can obtain:

| Year | Domestic OPS | International OPS | Total OPS |
|------|--------------|-------------------|-----------|
| 2011 | 279.668 | 68.241 | 347.909 |
| 2012 | 327.416 | 79.288 | 406.704 |
| 2013 | 329.568 | 82.924 | 412.492 |
| 2014 | 331.120 | 115.184 | 446.304 |
| 2015 | 301.696 | 84.919 | 386.615 |

Table 1.3.5: Volume of operations of the last 5 years in CGK Airport.

The CAGR's calculated from data in the table above:

- CAGR for Neutral Scenario
- CAGR for Optimistic and Pessimistic Scenario (applied from 2025)



Forecast computation

| Type | Initial Value | Final Value | OPS CAGR |
|---------------|---------------|-------------|----------|
| Domestic | 279.668 | 301.696 | 1,91% |
| International | 68.241 | 84.919 | 5,62% |

Table 1.3.6: Neutral scenario operations CAGR.

| Type | Optimistic OPS CAGR | Pessimistic OPS CAGR |
|---------------|---------------------|----------------------|
| Domestic | 2,87% | 0,96% |
| International | 8,43% | 2,81% |

Table 1.3.7: Optimistic and pessimistic scenario operations CAGR.

Using the growth taxes computed previously, it is obtained the following results in horizon scenario.

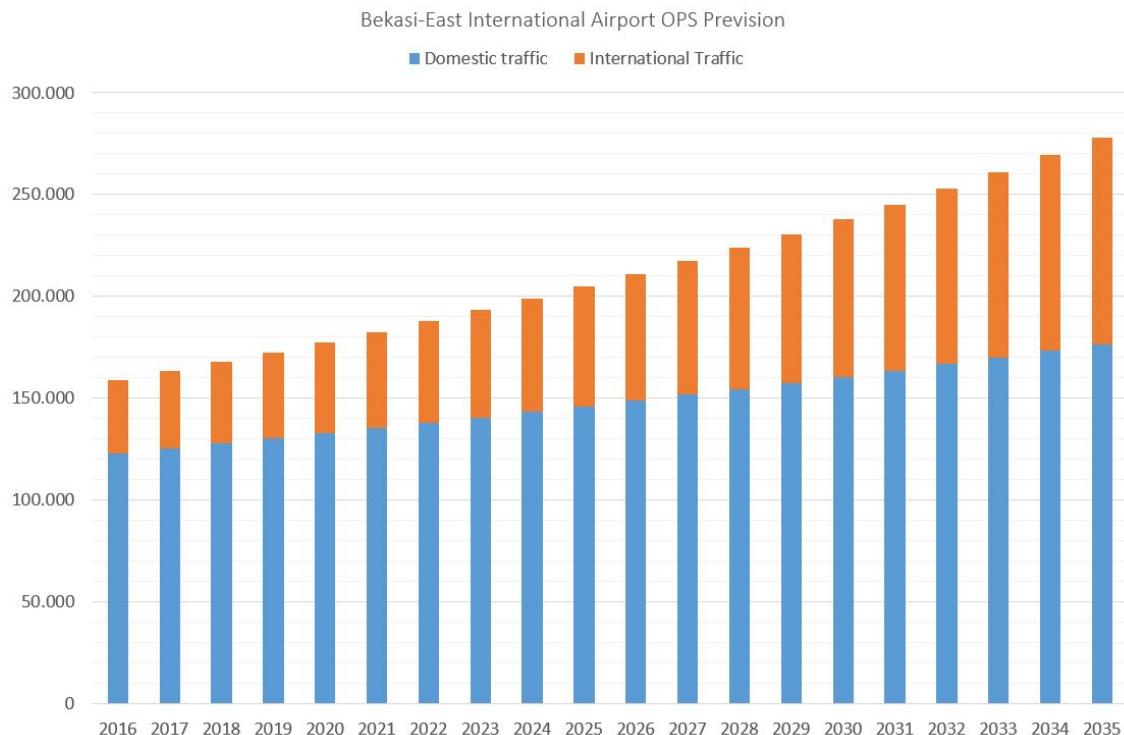


Figure 1.3.3: Bekasi-East Jakarta Airport operations prevision.



Forecast computation

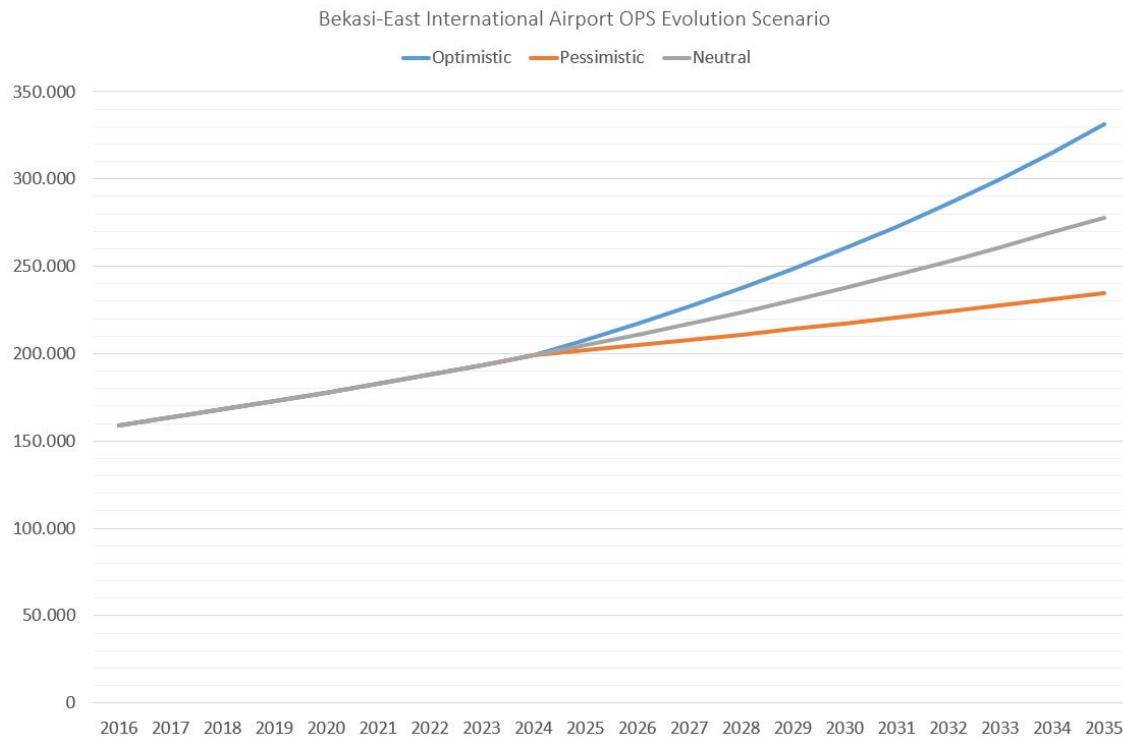


Figure 1.3.4: Bekasi-East Jakarta Airport operations prevision for neutral, optimistic and pessimistic scenario.

1.3.3 Flights on busy day

The total number of passenger and operations calculated for the horizon scenario in 2035 are:

| Traffic in 2035 | |
|-----------------|------------|
| Passenger | 35.170.379 |
| Operations | 278.011 |

Table 1.3.8: Traffic of Bekasi-East Jakarta Airport in 2035.

IATA defines the busy day as the second busiest day in an average week during the peak month. An average weekly pattern of passenger traffic is calculated for that month. Peaks associated with special events such as religious festivals, trade fairs and conventions, and sport events, are excluded.

Having 2015 busy month values of passenger and operations for CGK airport and the total year values, the percentage of peak above mean can be calculated. Supposing this percentage above mean is conserved along time, it is easy to extrapolate the number of passenger and operations in busy day for the new Bekasi-East Airport. The following results are obtained:

With the number of maximum hourly operations and an utilisation factor of 77% for both domestic and international flights, the number of maximum passenger per hour in the airport



Forecast computation

| Bekasi-East Jakarta Airport PAX in 2035 | | | |
|---|------------|---------------|------------|
| Type | Domestic | International | Total |
| Total Year | 2.233.960 | 1.253.000 | 3.486.960 |
| Mean Month | 22.568.860 | 12.601.519 | 35.170.379 |
| Mean Day | 1.880.738 | 1.050.127 | 2.930.865 |
| Busy Day | 73.778 | 41.009 | 114.787 |

Table 1.3.9: Determination of number of passengers in busy day.

| Bekasi-East Jakarta Airport OPS in 2035 | | | |
|---|----------|---------------|---------|
| Type | Domestic | International | Total |
| Total Year | 176.525 | 101.486 | 278.011 |
| Mean Month | 14.710 | 8.457 | 23.168 |
| Mean Day | 484 | 278 | 762 |
| Mean Hour | 24 | 14 | 38 |
| Max Hour | 30 | 20 | 50 |

Table 1.3.10: Determination of maximum number of operations per hour.

is calculated.

| Bekasi-East Jakarta Airport Peak Hour | | | |
|---------------------------------------|----------|---------------|-------|
| Type | Domestic | International | All |
| Utilisation Factor | 77% | 77% | - |
| Max PAX/OPS | 189 | 189 | - |
| PAX/OPS | 146 | 146 | - |
| Max PAX/H | 4.394 | 2.870 | 7.264 |

Table 1.3.11: Determination of the peak hour passenger value.



2 | Terminal building distribution

2.1 Surface distribution

The terminal building interiors will be distributed according to the FAA criteria. This method has been chosen because it differentiates between domestic and international passenger flows, which are very well defined at this airport.

In order to manage and distribute the space available, the forecasted traffic predicted in the prognosis is to be used.

In first place, as shown in table ??, the surface corresponding to domestic traffic is distributed. According to prognosis data, the number of domestic passengers at design hour will be of 4850.

| Surface | % out of total | m2/pax | m2 total |
|----------------------|----------------|--------|-----------------|
| Departures | 0.0435 | 0.609 | 2953.65 |
| Arrivals | 0.0435 | 0.609 | 2953.65 |
| Waiting lobby | 0.0739 | 1.035 | 5019.75 |
| Restrooms | 0.013 | 0.183 | 887.55 |
| Kitchens | 0.0652 | 0.913 | 4428.05 |
| Restaurants | 0.0652 | 0.913 | 4428.05 |
| Offices | 0.1957 | 2.739 | 13284.15 |
| Other | 0.0217 | 0.304 | 1474.4 |
| Circulation | 0.4783 | 6.696 | 32475.6 |
| TOTAL | | | 67904.85 |

Table 2.1.1: Estimated surfaces according to FAA (domestic flights).

In second place, as shown in table ??, the surface corresponding to international traffic is distributed. According to prognosis data, the number of international passenger at design hour will be of 3168.

Nevertheless, due to our airport structure and preliminary design, some of these areas are



Surface distribution

| Surface | % out of total | m2/pax | m2 total |
|---------------------|----------------|--------|-----------------|
| Departures | 0.0435 | 0.609 | 2953.65 |
| Arrivals | 0.0435 | 0.609 | 2953.65 |
| Waiting lobby | 0.0739 | 1.035 | 5019.75 |
| Restrooms | 0.013 | 0.183 | 887.55 |
| Kitchens | 0.0652 | 0.913 | 4428.05 |
| Offices | 0.1957 | 2.739 | 13284.15 |
| Other | 0.0217 | 0.304 | 1474.4 |
| General circulation | 0.307 | 6.145 | 19467.36 |
| Immigration | 0.042 | 0.838 | 2654.78 |
| Customs | 0.084 | 1.676 | 5309.57 |
| Health | 0.028 | 0.559 | 1770.91 |
| Other checkpoints | 0.006 | 0.112 | 354.816 |
| Circulation | 0.198 | 3.966 | 12564.28 |
| TOTAL | | | 63363.17 |

Table 2.1.2: Estimated surfaces according to FAA (international flights).

going to be shared between domestic and international passengers. This will allow to tighten the space and reduce the extension of the terminal building, which will be too extense for the number of passengers at design hour.

Therefore, the final dimensioning of the airport will be as follows, shown in table ??:

| General (shared) | m2 | Domestic | m2 | International | m2 |
|------------------|-----------------|---------------|-----------------|---------------------|-----------------|
| Departures | 4725.56 | Waiting lobby | 5019.75 | Immigration | 2654.78 |
| Arrivals | 4724.56 | Circulation | 32475.6 | Customs | 5309.57 |
| Restaurants | 7082.83 | | | Health | 1770.91 |
| Offices | 21248.50 | | | Other checkpoints | 354.81 |
| Other | 2358.27 | | | Circulation | 12562.3 |
| Restrooms | 1419.77 | | | General circulation | 19456.36 |
| Kitchens | 7082.83 | | | Waiting lobby | 3009.60 |
| TOTAL | 48641.34 | | 37495.35 | | 45131.33 |

Table 2.1.3: Total surface distribution of terminal building.

The total surface of the terminal building area, dedicated to passengers and airport management is of 131267 m².



2.2 Dimensioning of elements

1. **Check-in counters:** in order to define the check-in area, we have to determine the queueing area and the counters area. Considering the following parameters:

| | | |
|----------|--------------------|---|
| PHP(dep) | 2000 | 50% for arrivals and departures |
| b | 0 | Connecting pax not processed in airside |
| y | 20 min | Average occupation time |
| s | 1.9 m ² | Recommended space by pax |
| o | 1.5 | Number of visitors for each pax |
| t | 120 s | Average time of processed pax |

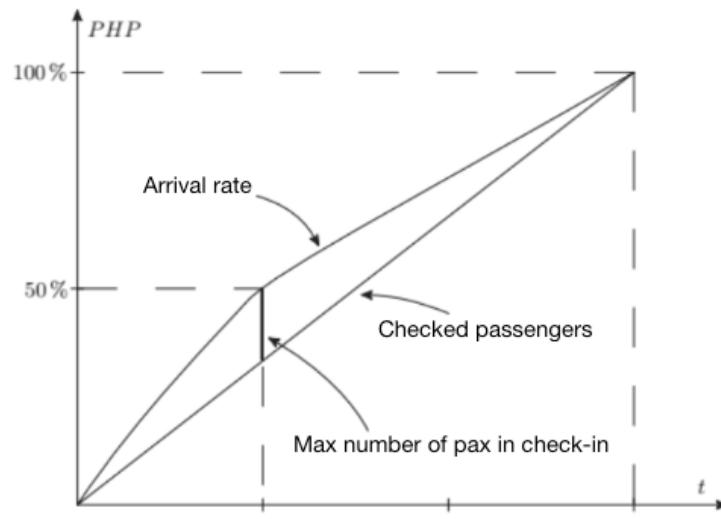


Figure 2.2.1: Plot PHP – time.

Looking at the figure, it can be seen that the maximum number of checked-in passengers is 50% in the first 20 min. Therefore:

$$\text{Fraction of total PHP} = \frac{\text{PHP}}{2} - \frac{\text{PHP}}{3} = \frac{\text{PHP}}{6}$$

Therefore, the queueing area is of:

$$\text{Queueing area} = 1.1 \left(\frac{\text{PHP} + b}{6} s \right) \approx 700 \text{m}^2 = 750 \text{m}^2$$

Accounting for a security margin: Queueing area = 750m².

The number of check-in counters must consider:

- Traffic characterized as international long-haul.



Dimensioning of elements

- The average passenger load in the hour before and after the peak hour is 70% of PHP.
- Maximum queueing time (MQT) is 10 minutes.
- Average time of check-in procedure (PTCi) is of 120 seconds.

We can compute the following factor:

$$X = 30\text{-min peak at check-in} = PHP \cdot F1 \cdot F2 = 2000 \cdot 0.3 \cdot 1.35 = 810$$

Obtaining $F1$ and $F2$ factors from IATA tables:

| Number of flights during the peak hour period | Domestic/Schengen/Short-haul International | Long-Haul International |
|---|--|-------------------------|
| 1 | 39% | 29% |
| 2 | 36% | 28% |
| 3 | 33% | 26% |
| 4 or more | 30% | 25% |

Figure 2.2.2: F1: 30-min peak at check in as % of PHP.

| Average passenger load in the hour before and after the peak hour period in % of the PHP | Domestic | Schengen/Short-haul International | Long-haul International |
|--|----------|-----------------------------------|-------------------------|
| 90% | 1.37 | 1.43 | 1.62 |
| 80% | 1.31 | 1.40 | 1.54 |
| 70% | 1.26 | 1.35 | 1.47 |
| 60% | 1.22 | 1.30 | 1.40 |
| 50% | 1.18 | 1.25 | 1.33 |
| 40% | 1.14 | 1.20 | 1.26 |
| 30% | 1.11 | 1.15 | 1.19 |
| 20% | 1.07 | 1.10 | 1.12 |
| 10% | 1.03 | 1.06 | 1.06 |

Figure 2.2.3: F2: Additional demand based on previous and following flights to peak hour.

- MQT = 10 min (Maximum Queueing Time)
- X = 810 (30-min peak at check in)

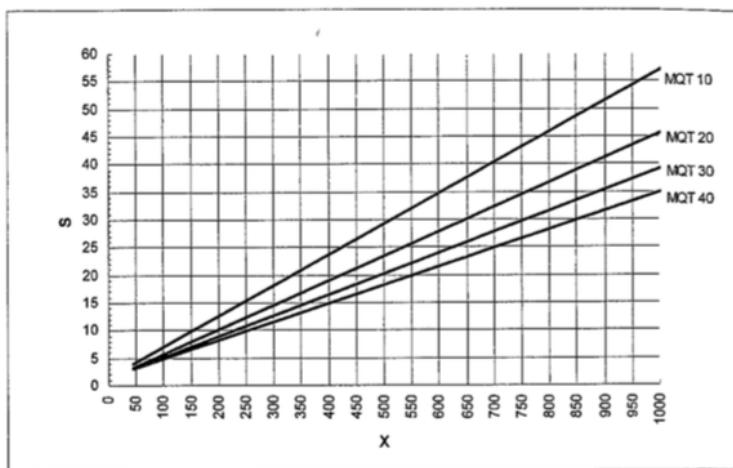


Figure 2.2.4: Plot: S-X-MQT.



Dimensioning of elements

We can determine S as 49 check-in counters. Also we can add a 20% for business class check-in counters.

$$\boxed{\text{Total number of check-in counters} = 59 \text{ counters}}$$

2. **Total passport control positions:** A multiple queue system will be used, having two accesses on each side, to reduce queues and passenger walking distances.

Considering:

- $\text{PHP(tot)} = 4000 \text{ pax.}$
- $b = 0 \rightarrow$ connecting pax not processed in airside.
- $t = 27 \text{ s} = 0.45 \text{ min} \rightarrow$ average time per passenger in the process.

$$\boxed{\text{Positions number} = 1.1 \frac{\text{PHP} + b}{60} \Delta t = 30}$$

The total number of passport control positions will be 18. Since the ratio arrivals-departures is equal, the 50% will be assigned to departures and 50% to arrivals.

3. **Security controls:** To determine the number of x-ray machines needed, it is considered:

- $\text{PHP(dep)} = 2000 \text{ pax.}$
- $b = 0 \rightarrow$ connecting pax not processed in airside.
- $y = 600 \text{ u/h} \rightarrow$ number of units that the machine is able to process in one hour.
- $y = 2 \text{ units} \rightarrow$ baggage items carried by passenger.

$$\boxed{\text{X-ray machine number} = \frac{\text{PHP} + b}{y} w = 6.666 \approx 7}$$

A number of 7 x-ray machines are needed to give service to the airport.

4. **Health controls:** In the arrivals area, a health control is placed randomly for the passengers arriving from international flights. Considering:

- $t = 0.17 \text{ min} \rightarrow$ Average selecting process time.
- $p = 400 \text{ PAX} \rightarrow$ Number of PAX in the international critical aircraft (B777-300ER)
- $m = 30 \text{ min} \rightarrow$ required time to complete the control.



Dimensioning of elements

$$\text{Number of positions} = \frac{p}{m} \Delta t \approx 3$$

5. **Baggage claim area:** The dimensions of the baggage claim area, are compute according the following parameters.

- $\text{PHP(arr)} = 2000 \rightarrow$ arriving passengers per hour.
- $w = 30 \text{ min} \rightarrow$ average time per passenger.
- $s = 1.8 \text{ m}^2 \rightarrow$ recommended area per passenger.

$$\text{Baggage claim area} = 1.1 \frac{aws}{60} \approx 1000 \text{ m}^2$$

To compute the number of baggage claim belts, it is considered:

- $\text{PHP} = 1000 \rightarrow$ arriving passengers per hour.
- $q = 0.7 \rightarrow$ proportion passengers in wide-body aircraft.
- $r = 0.3 \rightarrow$ proportion passengers in narrow-body aircraft.
- $y = 45 \text{ min} \rightarrow$ average occupation time for wide-body aircraft.
- $z = 30 \text{ min} \rightarrow$ average occupation time for narrow-body aircraft.
- $n = 400 \cdot 0.7 \text{ min} \rightarrow$ number of pax in wide-body aircraft.
- $m = 200 \cdot 0.3 \text{ min} \rightarrow$ number of pax in narrow-body aircraft.

$$\text{Wide-body belts} = \frac{\text{PHP}_2 \cdot qy}{60n} \approx 4$$

$$\text{Narrow-body belts} = \frac{\text{PHP}_2 \cdot rz}{60m} \approx 5$$

The total number of baggage claim belts is 6.

6. **Customs controls:** to determine the number of customs positions, the custom area needs to be defined.

- $\text{PHP} = 2000 \rightarrow$ arriving passengers per hour.
- $f = 0.8 \rightarrow$ proportion of inspected passengers.
- $s = 1.5 \text{ m}^2 \rightarrow$ area recommended per passenger.
- $t = 2 \text{ min} \rightarrow$ average passenger time.

$$\text{Number of customs positions} = \frac{\text{PHP} \Delta f}{60} 1.1 \Delta t \approx 59$$



3 | Structural typology description

When it comes to building the terminal, it is important to specify which kind of materials are going to be used, and thus, the efforts that will hold the structure. In a general frame, it can be distinguished between two types of mechanisms of effort transmission to the foundation; firstly, the vertical efforts due to the gravitational load and, secondly, the lateral efforts due to the wind or possible earthquakes.

In the first case, the load-bearing elements work in compression and the ceilings work in bending-shear in the manner of a beam subjected to perpendicular loads in its plane.

In the second case, the same elements act differently. The ceilings receive and accumulate horizontal forces, working as a membrane and distributing forces between the different vertical elements, while the vertical elements work to bending-shear.

3.1 Foundation

Indonesia is a country with a very varied terrain due to the numerous geological faults combined with significant erosion. Volcanoes are the spine of Java. This irregular chain of volcanoes, which spread over the entire length of the island, forms the most active part of the 'Ring of Fire' volcano chain. The volcanism typical of Java's Island corresponds to the alkaline series, in which basalts, tephrites and phonolites predominate. Moreover, the zone is full of subterranean activity, earthquakes are fairly common. Most of them are not very powerful but it is very important to take into account this phenomena in terms of building the foundations.

The Island of Java is a region located in an area close to the coast, which implies the abundance of swampy land. Therefore, a deep foundation will be carried out in front of a medium or superficial one, since the superficial terrain will not be able to absorb the efforts that will transmit through a direct foundation.



Vertical elements

3.2 Vertical elements

3.3 Forge



4 | Indoor flooring

4.1 flooring typology

Indoor flooring or paving is the horizontal base of a building (or the different bases of each building level). It works as a support for people or furniture. Indoor paving can be provided with several types of coating (wood, ceramics, marble, et cetera).

The coating material is the first thing to be decided before choosing any other feature of the floor, such as color, texture or specific details.

In general, the most common used materials in flooring are: wooden floors, ceramic floors, petrous floors and those made of concrete. There are also other materials, such as metallic and artificial composite floors, although these are less common.

Depending on the application that is going to be given to the floor, or the indoor zone in which is going to be set up, one must take into account the following aspects:

- **Wear and tear resistance:** it is advised to use ceramic floors, petrous or concrete. For example, in circulation areas or stairs.
- **Perforation resistance:** some concretes with specific resistances, some petrous or ceramic floors.
- **Humidity resistance:** ceramic, petrous and ceramic offer a high humidity resistance; on the other hand, wooden floors are not recommended. To be taken into account in restrooms or rainy areas.
- **Resistance to chemicals:** some kind of petrous floors such as granite and specific ceramics. In zones where chemical pourings can happen.
- **Hygiene:** the floor must have the ability of being easily cleanable and waterproof, to show an attractive and newflanged aspect.



flooring typology

To back up the decision that has been made, some general features of each floor type are presented next:

- **Wooden floors:** Nowadays, and thanks to the advanced wood treatments, it is possible to find dyed and varnished wooden floors. These kind of floors can last up to 50 years. They add warmth to cool places; and with a proper setting and maintenance they can remain as untouched during several years. Among their disadvantages, it is found that they require special care for cleaning and maintaining and also they can be deteriorated with humidity or water pouring. Wooden floors can be natural, synthetic or laminated. These floors are more common in Europe.
- **Ceramic stoneware or porcelain stoneware floors:** These kind of floors have a decent price according to its usage. The average lifetime of a stoneware tile is of about 30 years. Naturally, they have low resistance to wear due to material properties, although they can be restructured to increase resistance.
- **Petrous floors:** Different kind of stones are used in flooring: marble, slate, granite, quartz, sandstone, etc. Their main advantage is the wear resistance. This resistance is greater than for ceramic stoneware floors. Due to the attractive patterns and high resistivity properties, these materials can be the most expensive.

Regarding marble pavings, this material denotes nobility and it was usually used for paving prestigious places. Its main features are its aspect and resistance; its disadvantages are the coldness to touch, and the necessity of a high maintenance to avoid imperfections.

Other rocks used in paving are quartz, slate and granite, being the latest much resistant than marble, but very expensive to cut, prepare and set into the floor.

- **Vinyl floors:** Vinyl floors are easy to clean, they also resist humidity and water pourings. They are easy to replace and to set above other floor coatings. This kind of floors are thermic and electrical insulators. Among their disadvantages, they look artificial and need a careful and correct use to avoid imperfections.
- **Smooth concrete floors:** This kind of floors are easy to maintain and offer resistance. Drawings, shapes and colors can be designed on it. A proper instalation leads not only to a good appearance but also to a greater resistance avoiding wear and fissures.
- **Brick floors:** Brick floors are economic, providing a rustic decoration or also common in exteriors, they offer a high sensitivity to attrition and show wear in heavily-transited areas.
- **Carpet floors:** They are quite economic and of easy instalation, without the need of hiring specialized personnel. Like wooden floors, carpet is available in different colors and patterns and provides warmth, and add aesthetics in the place used. It insulates



sound and temperature. Its main disadvantage is the accumulation of dust, and therefore it requires a constant maintenance. Carpet floors are very common in the U.S., specially in public places such as airports.

4.2 Floor covering

In any paving, before setting the upper finishing layer, which is different depending upon the zone, it is important to know the layers that have to be included in-situ:

- Surface layer
- Grip layer
- Leveling layer
- No-grip intermediate layer
- Structural base

4.2.1 Structural base

The structural base is the layer that lies onto the floor. In the particular case of indoor paving, it is formed by a ground slab.

Ground slabs, also knowns as floor framings, are classified in terms of stability as a consequence of hydraulic retention, according to the normative UNE 22202-1.

The thickness of the ground slabs is determined by means of structural criteria, as functions of the CBR (California Bearing Ratio). On the other hand, a solicitation computation is also required.

4.2.2 No-grip intermediate layers

To enhance the floor properties different layers composed by different materials are inserted. These layers are the following ones:

- Waterproof layer: this layer raincoats the floor against liquid water. It is recommended to use a polyethylene layer of a minimum thickness of 2mm.
- Drainage layer: it helps removing the water that might be stored by means of a small slope.



Design

- Acoustic insulation: there are specific layers for this function, and it helps insulate and reduce the impact of aerial noise, which is spread within the structure.
- Thermal insulation: it enhances a greater thermal resistance.

4.2.3 Leveling layer

These kind of layers are used to achieve the required flatness of the floor, and if a certain slope is required, they also provide this slope.

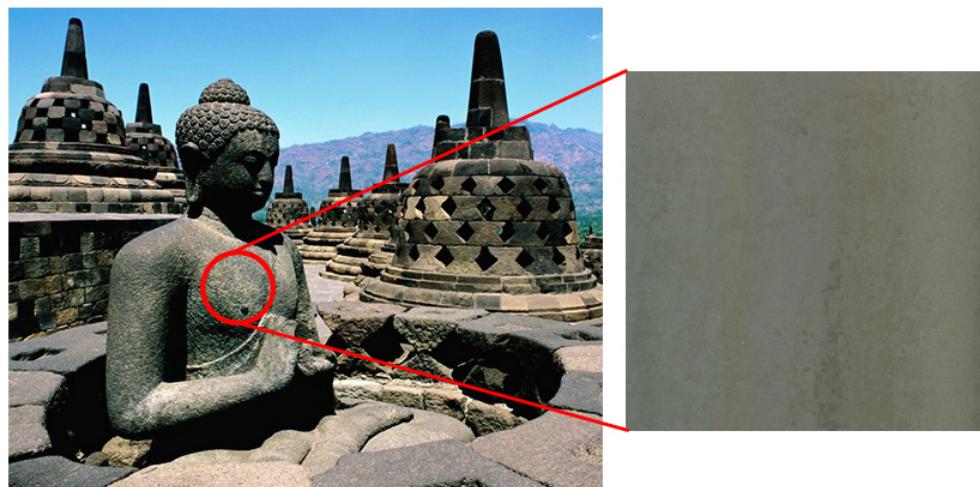
4.2.4 Grip layer

It constitutes the union between structural base and the tile or coating. It can be made of a leveling mortar or an adhesive. In the project, a leveling mortar has been chosen.

4.3 Design

The floor design and aesthetics is wanted to produce a homely and cozy feeling. In order to do so, it has been thought that it could fit with the tonalities of the landscapes that can be seen all across the country, and the beautiful sceneries that are spread along the islands and towns of Indonesia.

There is a lot of culture of sculptures in the islands of Java and Bali, for this reason, a floor design that reminds of the ancient sculptures of the country could fit in the airport and also provide a clean, elegant and cozy appearance.





Superficial layer

On the other hand, an inspiration from the beautiful and relaxing beaches that the country offers, it has been chosen a floor that reminds of the sand that one can find in these beaches.



4.4 Superficial layer

4.4.1 Common areas flooring

In the common areas, it has been chosen to use a ceramic porcelain stoneware Floor Gres material, in particular the technical strong collection Chromtech/1.0 from the Floor Gres company, that is suitable for heavy traffic areas thanks to its high resistance. The color will be a neutral grey named cool/3.0 in the Floor Gres company color gamma.

| Specification | Normative | Value |
|-------------------------|--------------|----------------------|
| Water Absorption | ISO 10545-3 | < 0.1% |
| Breaking Strength | ISO 10545-4 | > 1700 N |
| Scratch Hardness | ISO 10545-6 | < 150mm ³ |
| Thermal Shock Hardness | ISO 10545-9 | Resistant |
| Chemical Resistance | ISO 10545-13 | UA ULA UHA |
| Coefficient of Friction | DIN 51130 | R10 (Matte) |

Table 4.4.1: Technical Specs of Floor Gres Chromtech/1.0 floor.

The color chosen for our tiles within all the color shades is the one known as "Cool 3.0" with a matte and polished finishing.



Figure 4.4.1: Neutral gray color (Cool 3.0) from Floor Gres gamma.



Superficial layer

The result of the floor chosen in the common areas is the following:



Figure 4.4.2: Result of installing Chromtech/1.0 tiles in common areas.

4.4.2 Stairways and secondary areas flooring

Due to the high-end properties provided by the floor used in the common areas, it has been decided to use the same material but with a different tonality. In this case, the color chosen is a beige/taupe named Cool 1.0 in the Floor Gres color gamma. It is provided with a matte finishing.

The technical specs of these tiles are the same as for the tiles used in common materials provided that the only change is the color. In general, this product provides an excellent finishing and it offers a high resistance. For this reason, it can be used in heavily-trafficked areas.

The color that has been chosen for stairways and secondary areas such as VIP lounges is the following:



Figure 4.4.3: Beige/taupe color (Cool 1.0) from Floor Gres gamma.

The result of the floor chosen in stairways and secondary areas is the following:



Superficial layer



Figure 4.4.4: Result of installing Chromtech/1.0 tiles in secondary areas.

4.4.3 Restrooms flooring

For the restrooms paving, it has been decided to use a rectified porcellanato tile, named "Portland Caliza" from the Spanish company Porcelanosa. These tiles are provided with anti-slip properties, making them exceptional for the usage in restrooms.

The color chosen is called "colored biscuit" and it is a neutral light gray:



Figure 4.4.5: Neutral light gray "Colored Biscuit" from Porcelanosa.

The result of installing these tiles in the airport restrooms is the following:



Figure 4.4.6: Result of installing Portland Caliza tiles in restrooms.



4.4.4 Offices flooring

The airport offices for ANSPs, customs and airlines are going to be provided with a porcelain stoneware tile called Basalike from a company called Panaria. The supply of these tiles is to be provided by the Italian company Sognando Casa, that manufactures several types of materials for indoor flooring.

These tiles offer an excellent natural finishing with an antislip index R10. The color chosen is a dark gray that inspires calmness and make the offices the perfect spot for working in any season of the year.

The color that will be installed in the offices floor is the following:



Figure 4.4.7: Dark gray color in Basalike tiles from Panaria company.

The result of installing these tiles in the airport offices is the following:



Figure 4.4.8: Result of installing Basalike tiles in the airport offices.

These tiles have good quality and are optimum for an office flooring. In the next table, the technical specifications are shown:



Superficial layer

| Specification | Normative | Value |
|-------------------------|--------------|----------------------|
| Water Absorption | ISO 10545-3 | < 0.5% |
| Breaking Strength | ISO 10545-4 | > 1300 N |
| Scratch Hardness | ISO 10545-6 | < 175mm ³ |
| Chemical Resistance | ISO 10545-13 | LA, HA |
| Coefficient of Friction | DIN 51130 | R10 (Natural) |

Table 4.4.2: Technical Specs of Panaria Basalike floor.

4.4.5 Automatic baggage handling system flooring

The automatic baggage handling system flooring is not so much sophisticated and for obvious reasons, ceramic or porcelanic tiles will not be used. In this area, polished concrete is to be used since it provides a set of good properties for this application:

- High surface mechanical resistance.
- Greater useful life than conventional concrete.
- High density and low porosity.
- Easiness of maintenance and cleaning.
- Low dust formation.

The supplying of the concrete and its respective polishing will be provided by the Spanish company EIROS, since it offers a good service at a honest price.



Figure 4.4.9: Result of installing polished concrete in the ABHS system (SATE).



5 | Facade

5.1 Front and back facade

5.1.1 Requirements and adopted solution

5.1.2 Glass

5.1.3 Spider system with steel pillars

5.1.4 Steel and concrete mixed columns

5.2 Lateral facade

5.2.1 Facade (prefabricated concrete)

5.3 Other elements

5.3.1 Main door and other sliding doors

5.3.2 Access bridges

5.3.3 Emergency doors

5.3.4 Automatic baggage handling system doors



6 | Building cover

6.1 Adopted solution

6.2 Shape and inclination of the building cover

6.3 Used materials

6.4 Sewer system



7 | Indoor closures

7.1 Walls

7.2 Doors

7.2.1 Baggage claim hall doors

7.2.2 Office access and automatic baggage handling system access doors



8 | Fire prevention regulations

8.1 Fire prevention regulations and chosen materials

8.1.1 Building elements

8.1.2 Materials



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